



San Diego County Traffic Advisory Committee

Committee Secretary
5469 Kearny Villa Road #201, M.S. 0-338
San Diego, California 92123-1159
(858) 874-4030

Represented Agencies
Automobile Club of Southern
California
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of
Public Works
San Diego County Office of Education
San Diego County Safety Council
San Diego County
Sheriff's Department

March 02, 2012

To: Each Member of the San Diego County Traffic Advisory Committee

From: Secretary

MEETING NOTICE

Attached is the preliminary agenda for the Traffic Advisory Committee meeting to be held on Friday, March 9, 2012. The meeting will begin at 9:00 AM at the **Department of the Sheriff, Room 2, 9621 Ridgehaven Court in San Diego.** (NOTE: Please park in the parking structure)


KENTON R. JONES, Secretary
San Diego County Traffic Advisory Committee

KRJ:mr-l

Attachments



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

March 09, 2012

Agenda:

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes from January 27, 2012**
- IV. Items for Review:**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
A. PARKING PROHIBITIONS	HURON STREET	SPRING VALLEY	SPRING VALLEY
B. ONE-WAY STREET	HURON STREET	SPRING VALLEY	SPRING VALLEY
C. STOP CONTROL	HURON STREET AND SAN DIEGO STREET	SPRING VALLEY	SPRING VALLEY
D. TEMPORARY ROAD CLOSURE	CAMINO MONTE SOMBRA	EL CAJON	CREST-DEHESA
E. SIGNALIZATION	BRABHAM ST AND VIA RANCHO SAN DIEGO	RHO SAN DIEGO	VALLE DE ORO
F. RADAR RECERTIFICATION	OAK CREEK DRIVE	LAKESIDE	LAKESIDE
G. RADAR RECERTIFICATION	WILLOW ROAD	LAKESIDE	LAKESIDE

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Parking Prohibitions

LOCATION: Huron Street, north side, from Omega Street to San Diego Street and the south side along the recently constructed one-way street frontage, SPRING VALLEY (Thos. Bros. 1291-D3) Spring Valley Community Planning Group

INITIATED BY: DPW-Capital Improvement Project Section

REQUEST: Establish Parking Prohibitions

PROBLEM AS STATED BY REQUESTER:

On June 6, 2010, your Committee recommended adoption of DPW-CIP's Separation Lane Conceptual Design Plan for Jamacha Boulevard. The Board of Supervisors adopted the plan on August 4, 2010. Items 2-A, 2-B and 2-C are a result of the plan's implementation and construction.

Preliminary review of roadway conditions support establishment of parking prohibitions along the north side of Huron Street from Omega Street to San Diego Street and the south side of Huron Street along the recently constructed one-way street frontage.

DATA:

Existing Traffic Devices

Huron Street is an unstriped roadway. The recently constructed one-way segment measures 600 feet in length and approximately 12 feet wide. The two-way segment measures 250 feet in length and varies from 22 feet to 30 feet wide. The road is unclassified on the County General Plan Mobility Element Network

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: One-Way Street

LOCATION: Huron Street from Omega Street westerly 600 feet,
SPRING VALLEY (Thos. Bros. 1291-D3) Spring
Valley Community Planning Group

INITIATED BY: DPW-Capital Improvement Project Section

REQUEST: Formalize One-Way Street

PROBLEM AS STATED BY REQUESTER:

On June 6, 2010, your Committee recommended adoption of DPW-CIP's Separation Lane Conceptual Design Plan for Jamacha Boulevard. The Board of Supervisors adopted the plan on August 4, 2010. Items 2-A, 2-B and 2-C are a result of the plan's implementation and construction.

Preliminary review of roadway conditions support formalization of recently constructed one-way segment.

DATA:

Existing Traffic Devices

Huron Street is an unstriped roadway. The recently constructed one-way segment measures 600 feet in length and approximately 12 feet wide. The road is unclassified on the County General Plan Mobility Element Network

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Stop Control

LOCATION: Huron Street and San Diego Street/Galapago Street,
SPRING VALLEY (Thos. Bros. 1291-D3) Spring
Valley Community Planning Group

INITIATED BY: DPW-Capital Improvement Project Section

REQUEST: Formalize Stop Control

PROBLEM AS STATED BY REQUESTER:

On June 6, 2010, your Committee recommended adoption of DPW-CIP's Separation Lane Conceptual Design Plan for Jamacha Boulevard. The Board of Supervisors adopted the plan on August 4, 2010. Items 2-A, 2-B and 2-C are a result of the plan's implementation and construction.

Preliminary review of roadway conditions support formalization of stop control facing westbound traffic on Huron Street approaching San Diego Street.

DATA:

Existing Traffic Devices

Huron Street is an unstriped roadway that "tees" into San Diego Street from the east. It varies from 22 feet to 30 feet wide. There is a temporary stop control facing westbound traffic. The road is unclassified on the County General Plan Mobility Element Network

San Diego Street/Galapago Street is a striped two-lane roadway that measures approximately 24 feet wide. San Diego Street is an unposted roadway. Galapago Street is posted 25 MPH. Both roads are unclassified on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>02/12</u>	<u>07/94</u>
San Diego St/Galapago St:		
N/o Huron Street	1,940 SB*	1,260 SB
S/o Huron Street	2,010 NB*	
Huron Street:		
E/o San Diego St/Galapago St	70 WB*	

* Estimates

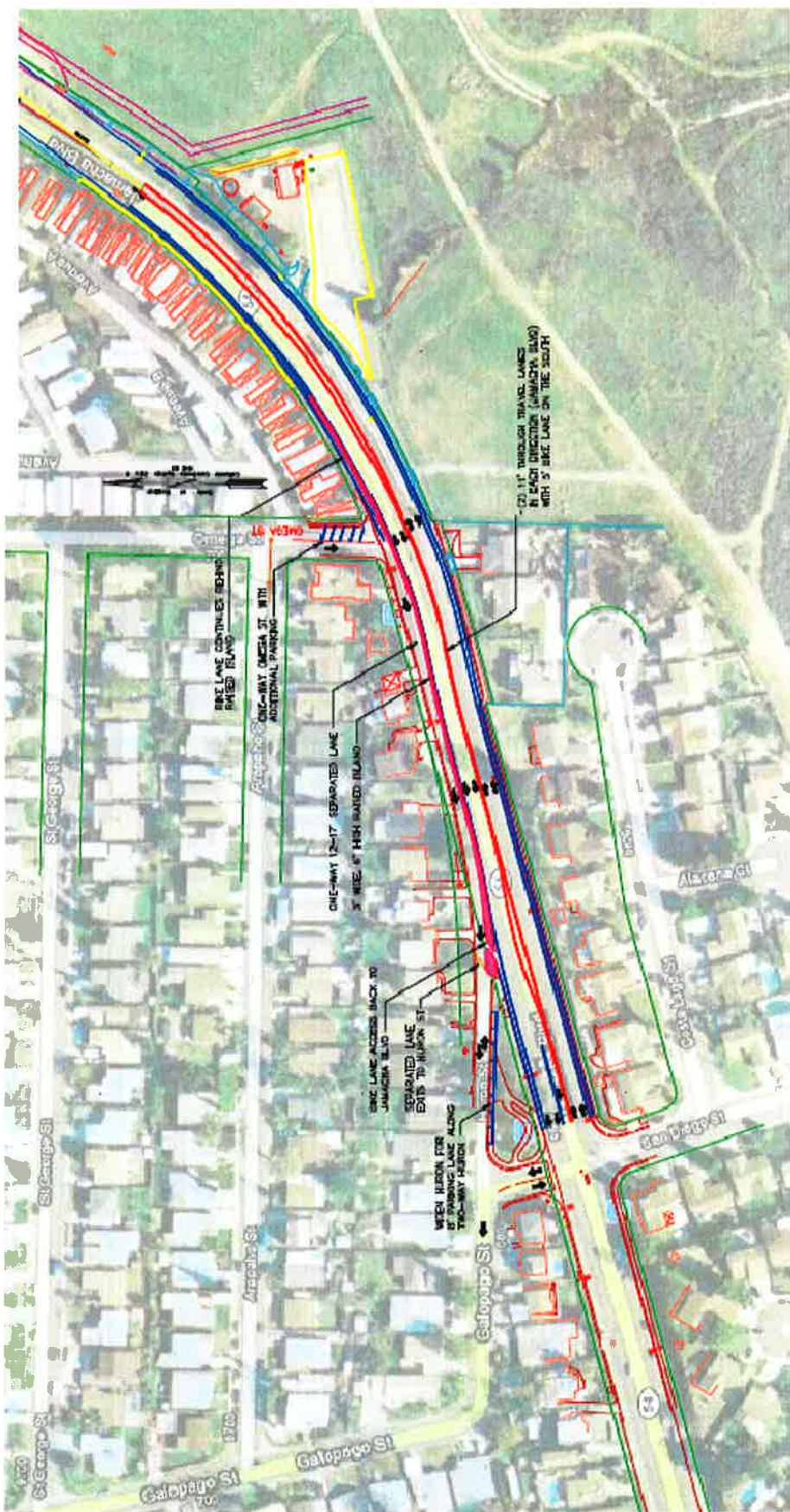
Collision Data

There have been ____ reported collisions at this intersection in the last 4 years, 10 months (01-01-07 to 10-31-11).

Huron Street



Jamacha Boulevard/Huron Street



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Camino Monte Sombra, from a point 500 feet east of Calle de la Sierra easterly to the End, EL CAJON (Thos Bros. 1252-E4) Crest-Dehesa Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure

PROBLEM AS STATED BY REQUESTER:

On August 10, 2001, your Committee forwarded a recommendation to the Board of Supervisors in support of a temporary 18-month road closure as a result of serious and continual criminal activity along this portion of Camino Monte Sombra. On October 10, 2001, the Board of Supervisors directed the temporary road closure be established. On December 1, 2001, this portion of Camino Monte Sombra was closed.

The resolution enacting the temporary road closure dictates this closure may be extended for not more than eight additional consecutive periods of not more than 18 months each. Also, prior to each extension, a public hearing be held and the same findings be made.

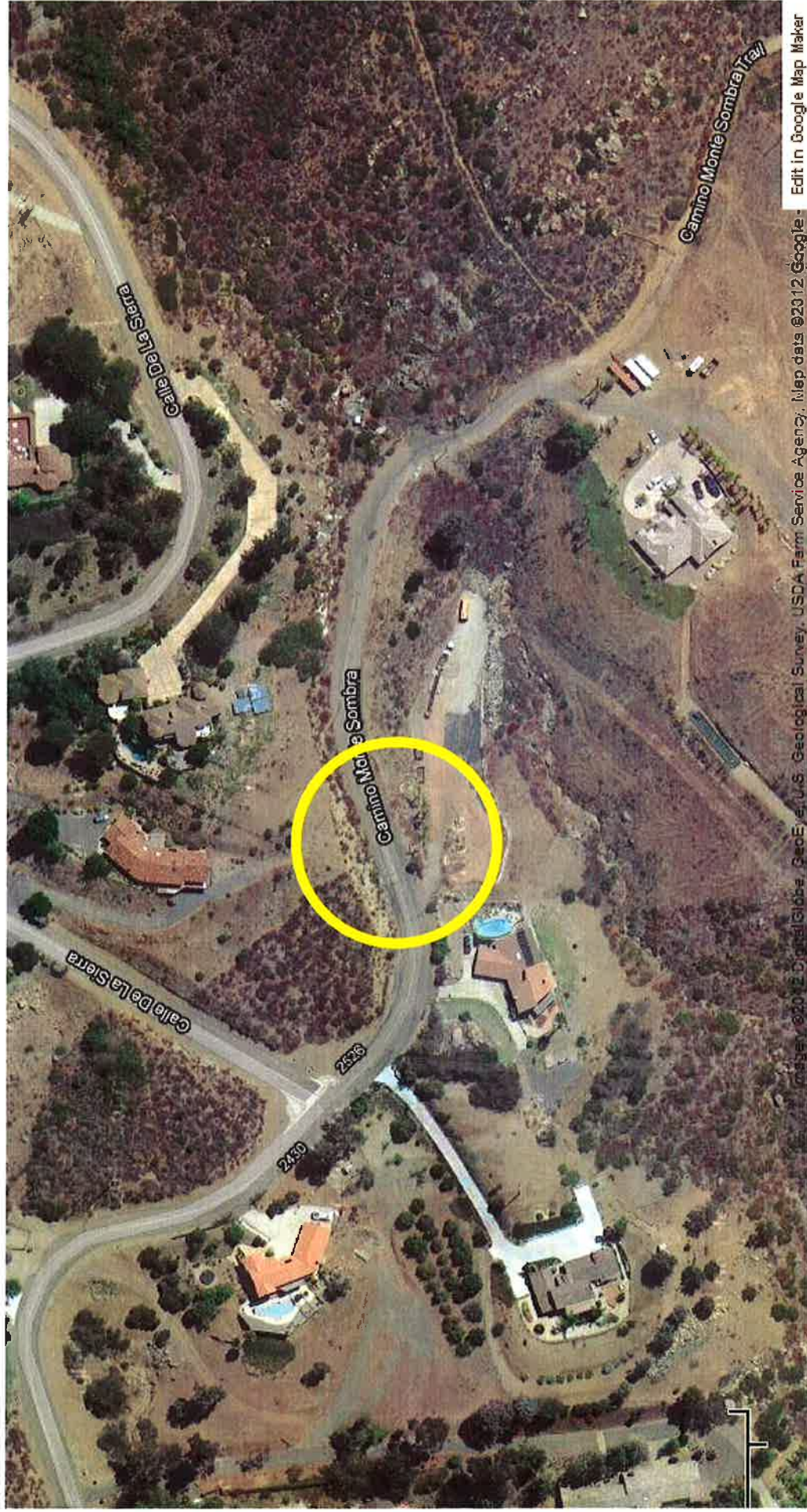
Presently, the California Highway Patrol, Crest-Dehesa Community Planning Group and affected property owner support the proposed sixth extension of the temporary road closure of Camino Monte Sombra as a result of serious and continual criminal activity.

DATA:

Existing Traffic Devices

Camino Monte Sombra is a 28-foot striped two-lane roadway with a parking prohibition along both sides in advance of the closed segment. The closed segment has a "\$1,000 Fine for Littering" sign in place. The roadway is unclassified on the County General Plan Mobility Element Network. The road does not have a posted speed limit.

Camino Monte Sombra



Rubio-Lopez, Maria

From: Wrplanning@aol.com
Sent: Thursday, February 16, 2012 11:59 AM
To: Rubio-Lopez, Maria
Subject: Re: TAC 1-27-12 Item 2-E Camino Monte Sombra

The Crest-Dehesa Planning Group recommended by a vote of 12-0-0 at their regular meeting on Feb.13, 2012 to extend the 18 month closure of Camino Monte Sombra as requested.

Wally Riggs Chairman

In a message dated 1/19/2012 2:26:57 P.M. Pacific Standard Time, Maria.Rubio@sdcounty.ca.gov writes:

All,

The Crest-Dehesa Community Planning Group has requested continuance of the 18-month extension of the temporary road closure on Camino Monte Sombra to a future TAC meeting. This continuance will allow the Planning Group an opportunity to comment on the matter. You will be notified of the date this matter will be considered the County Traffic Advisory Committee.

If any questions, please contact me at (858) 874-4030.

Sincerely,

Maria Rubio-Lopez

DPW Traffic Engineering

(858) 874-4030

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-E**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Signalization

LOCATION: Brabham Street and Via Rancho San Diego, RANCHO SAN DIEGO (Thos. Bros. 1272-A4) Valle de Oro Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Signalization

PROBLEM AS STATED BY REQUESTER:

The existing all-way stop control at Brabham Street and Via Rancho San Diego has been in place since 1995. The intersection's operating conditions have changed significantly due to surrounding residential/commercial developments, opening of Hillsdale Middle School, Rancho San Diego County Public Library, a new entrance to Cuyamaca Community College and adjacent traffic signals. A preliminary review of the intersection's existing operating conditions support signalization and removal of the existing all-way stop control. Signalization is supported by Hillsdale Middle School.

DATA:

Existing Traffic Devices

Brabham Street is a striped two-lane roadway that measures 56 feet wide west of the intersection and 67 feet east of the intersection. There are left-turn pockets in place for both directions of travel. Both legs are stop controlled with the appropriate limit lines and pavement legends in place. There are also "Stop Ahead" signs and pavement legends in place for both directions of travel. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Enforced.

Via Rancho San Diego is primarily a striped two-lane roadway that measures 56 feet wide north of the intersection and 68 feet south of the intersection. There are left-turn pockets in place for both directions of travel. The south leg has a right turn only lane for northbound traffic. Both legs are stop controlled with the appropriate limit lines and pavement legends in place. The road is unclassified on the County General Plan Mobility Element Network. The north leg is unposted, the south leg is posted 35 MPH/Radar Enforced.

Average Daily Traffic Volumes**9/11****10/95**

Brabham Street:

E/o Via Rancho San Diego

5,740 WB

3,310 WB

W/o Via Rancho San Diego

5,190 EB

3,370 EB

Via Rancho San Diego:

N/o Brabham Street

4,330 SB

780 SB

S/o Brabham Street

5,210 NB

2,070 NB

Brabham Street:

3/10**3/03****8/92**

W/o Avenida Apolinaria

7,910*

7,380*

3,670*

Pedestrian Volumes**2/12**

Brabham Street

17 (8: 20 am to 9 am)

46 (3:10 to 4 pm)

Via Rancho San Diego

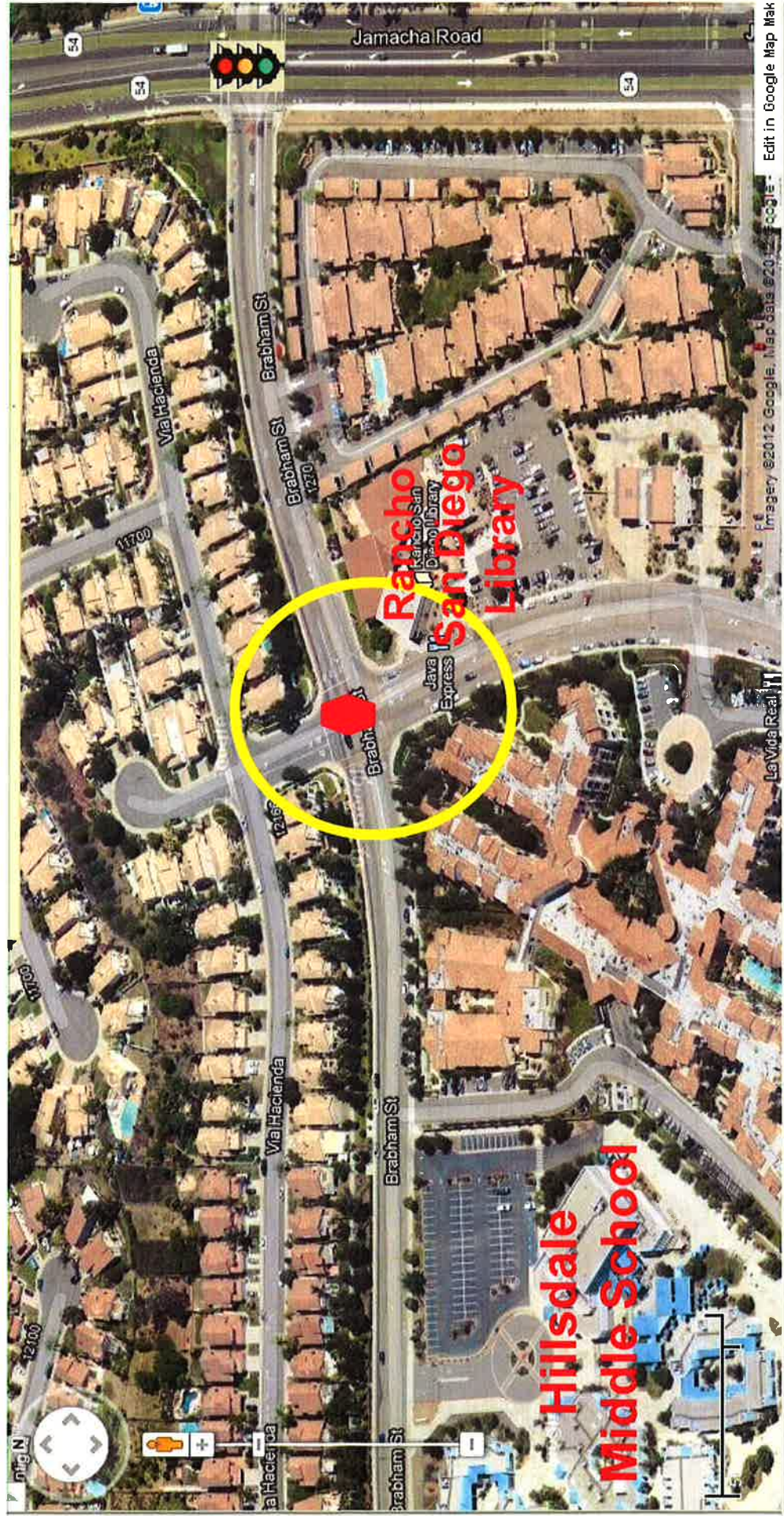
123 (8: 20 am to 9 am)

367 (3:10 to 4 pm)

Collision Data

There have been four reported collisions, none of which involved injury or school pedestrians, at this intersection in the last 4 years, 10 months (01-01-07 to 10-31-11).

Brabham St and Via Rancho San Diego



Rubio-Lopez, Maria

From: MARIETTA MINJARES [MINJARESM@cajonvalley.net]
Sent: Wednesday, February 29, 2012 9:49 AM
To: Rubio-Lopez, Maria
Subject: Traffic light

Dear Maria,

Hillsdale Middle School and the community surrounding the Rancho San Diego library would greatly benefit from a traffic signal. With 1500 students and most parents picking up and dropping off their students, you can only imagine the traffic and safety issues. Cars are lined up for up to 20 minutes outside of our school because they can not get through the stop signs. Many students are crossing the streets on their own, even though we pay a staff member to assist with crossing. We do this because we are concerned about the safety of our students. Parents often dash through the signs without looking. I am concerned that we may have a student injured or killed. Thank you so much for considering a traffic light at the corner. This would be a great asset to the neighborhood.

Marietta Minjares

Marietta Minjares
Principal
Hillsdale Middle School

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE _____
CALC. MR-L DATE 2-23-12
CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____
Major St: Brabham St
Minor St: Via Rio San Diego

Critical Approach Speed _____ mph
Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or ☐ } **RURAL (R)**
In built up area of isolated community of < 10,000 population..... ☒ } **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume

100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☒ NO ☐

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)													
	U	R	U	R										
	1		2 or More		8	9	10	11	12	13	14	15	Hour	
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	870	670	550	620	720	700	740	1000		
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	530	440	440	450	680	530	470	510		

Condition B - Interruption of Continuous Traffic

100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☒ NO ☐

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)													
	U	R	U	R										
	1		2 or More		8	12	13	14	15	16	17	18	Hour	
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	870	720	700	740	1000	950	1000	750		
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	530	680	530	470	510	270	340	280		

Combination of Conditions A & B

SATISFIED YES ☐ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	12	13	14	15	Hour
Both Approaches - Major Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	720	700	740	1000	
Higher Approach - Minor Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	680	530	470	510	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☐ NO ☐

PART A

SATISFIED YES ☐ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

PART B

SATISFIED YES ☐ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	<input type="checkbox"/>	<input type="checkbox"/>	
Higher Approach - Minor Street	<input type="checkbox"/>	<input type="checkbox"/>	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

**WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

Hours --->

A.

Vehicles per hour for any 4 hours				
Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

Hours --->

B.

Vehicles per hour for any 1 hour				
Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Peds need to be present on Brabham Street (133)

Part 2

SATISFIED YES ☐ NO ☐

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/> No <input type="checkbox"/>

**WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

Part A

Gap/Minutes and # of Children

GAP Analysis Non-Applicable Due to All-Way Stop Control

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Hour

Gaps < Minutes YES ☐ NO ☐

AND Children > 20/hr YES ☐ NO ☐

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes <input type="checkbox"/> No <input type="checkbox"/>
--	--

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☐

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N <u>0</u> ft, S <u>2850</u> ft, E <u>760</u> ft, W <u>1430</u> ft	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	<u>1 in 2007, 2009, 2011</u>	
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	Yes <input type="checkbox"/> No <input type="checkbox"/>
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 152 for any hour OR, Ped Vol ≥ 80 for any 4 hours	

WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☐

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>1860</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun <u> </u> Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		✓	
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

**WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

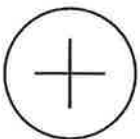
<p>PART A</p> <p>A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>PART B</p> <p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9.</p> <p>Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p> <hr/> <p>OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10.</p> <p>Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day _____ Adjustment factor from table 4C-2 _____
- 2- Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from table 4C-3 _____
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

Figure 4C-102 (CA). Traffic Count Worksheet



Insert North Point

Not to Scale

Number of Lanes _____

Pedestrians	
Total*	Peak

AM Peak	PM Peak	Total*			

Number of Lanes _____

Pedestrians	
Total*	Peak

Number of Lanes _____

Pedestrians	
Total*	Peak

AM Peak	PM Peak	Total*			

Number of Lanes _____

Pedestrians	
Total*	Peak

Number of Lanes _____

Pedestrians	
Total*	Peak

AM Peak	PM Peak	Total*			

Number of Lanes _____

Pedestrians	
Total*	Peak

***Entire Count Period**

DIRECTIONAL TRAFFIC COUNT

Dist _____ Co _____ Rte _____ PM _____

Intersection Give Name _____

City _____

Day _____ Date _____

Hour _____ to Hour _____

Total Volume _____

AM Peak _____ Hour _____ Volume _____

PM Peak _____ Hour _____ Volume _____

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-F**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Oak Creek Drive, from Manzanita Road southerly to Palm Row Drive (1.5 miles), LAKESIDE (Thos Bros. 1231-H2) Lakeside Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Oak Creek Drive is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Oak Creek Drive is a striped two-lane Through Highway that measures between 22 feet and 39 feet wide. There is edge-striping along both sides of the road. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>09/07</u>	<u>05/05</u>	<u>10/96</u>	<u>7/91</u>
Oak Creek Drive: S/o Eucalyptus Hills Drive	3,520*	3,010*	2,950*	4,380*

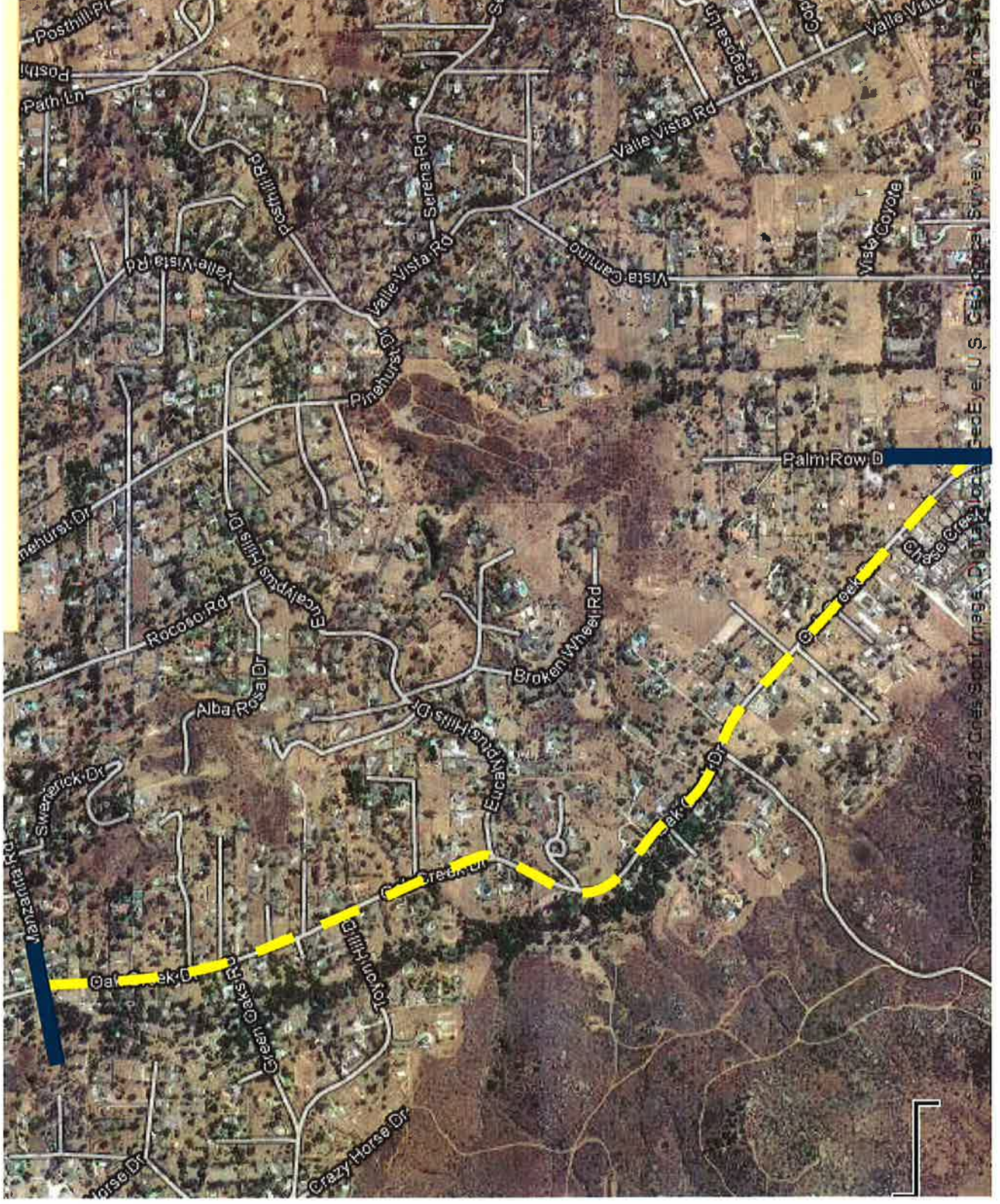
* Two-way count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Oak Creek Drive:				
@ Toyon Hill Drive	(2012) Pending (2005) 43.6 MPH	33-42	65.0%	166
2,600' N/o Palm Row Drive	(2011) 46.1 MPH (2005) 43.6 MPH	37-46 33-42	74.7% 64.2%	91 193

Collision Data

There have been 15 reported collisions, ___ of which involved injury, along this segment of roadway in the last 4 years, 10 months (01-01-07 to 10-31-11).

Oak Creek Drive



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RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Oak Creek Dr 2600ft N/o Palm Row Dr

DATE: 02-12-2012 TIME START: 12:10 pm TIME END: 12:55 pm WEATHER: clear ROAD TYPE:

DIRECTION: NB/SB SPEED LIMIT: 40 MPH OBSERVER: Tricia CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
31	1	31	1	1.1	***
32	0	0	1	1.1	*
33	2	66	3	3.3	*****
34	1	34	4	4.4	***
35	2	70	6	6.6	*****
36	3	108	9	9.9	*****
37	2	74	11	12.1	*****
38	4	152	15	16.5	*****
39	9	351	24	26.4	*****
40	5	200	29	31.9	*****
41	12	492	41	45.1	*****
42	9	378	50	54.9	*****
43	3	129	53	58.2	*****
44	12	528	65	71.4	*****
45	8	360	73	80.2	*****
46	4	184	77	84.6	*****
47	2	94	79	86.8	*****
48	2	96	81	89.0	*****
49	1	49	82	90.1	***
50	3	150	85	93.4	*****
51	0	0	85	93.4	*
52	2	104	87	95.6	*****
53	3	159	90	98.9	*****
54	1	54	91	100.0	***
					0-----5-----10-----15-----20-----
	91	3863			

AVERAGE SPEED = 42.4
 50th PERCENTILE = 41.5
 85th PERCENTILE = 46.1
 90th PERCENTILE = 48.8
 95th PERCENTILE = 51.7

PACE = 37 - 46
 % IN PACE = 74.7
 VEHICLES IN PACE = 68

SAMPLE VARIANCE = 22.42813
 STANDARD DEVIATION = 4.735834
 RANGE 1*S = 74.72528
 RANGE 2*S = 92.30769
 RANGE 3*S = 100

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-G**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Willow Road from State Route 67 easterly to Wildcat Canyon (0.95 miles), LAKESIDE (Thos. Bros. 1232-A1) Lakeside Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Willow Road is posted 35 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Willow Road is a striped two-lane Through Highway that measures between 26 feet and 60 feet wide. There are traffic calming devices in place between Fillbrook Drive and Lady Lane. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>08/08</u>	<u>04/04</u>	<u>07/03</u>	<u>04/02</u>
Willow Road: E/o SR-67	9,740*	11,730*	11,600*	9,270*
	<u>08/08</u>	<u>10/04</u>		
B/w Fillbrook Dr and Lady Ln	9,140*	12,110*		

* Two-way count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Willow Road:				
200' W/o Moreno Av	(2012) 39.3 MPH	32-41	80.5%	108
	(2005) 42.3 MPH	34-43	70.8%	199

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
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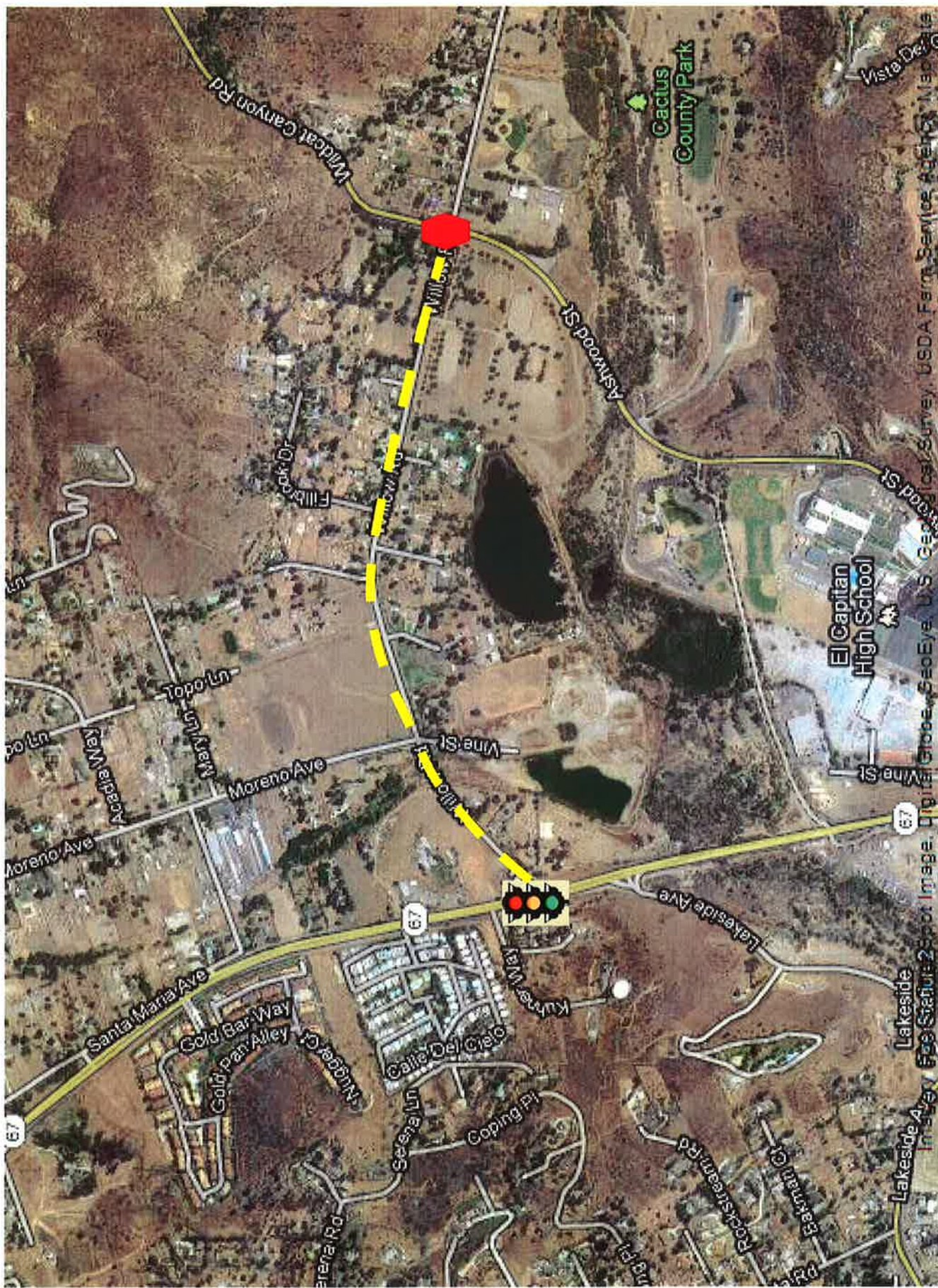
Willow Road:

200' E/o Fillbrook Dr	(2012) 40.8 MPH	33-42	81.7%	115
	(2005) 42.0 MPH	33-42	64.8%	199

Collision Data

There have been 31 reported collisions, __ of which involved injury, along this segment of roadway in the last 4 years, 10 months (01-01-07 to 10-31-11).

Willow Road



RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Willow Road 200 feet W/o Moreno Avenue

DATE: 02-21-2012 TIME START: 11:15 TIME END: 11:50 WEATHER: clear ROAD TYPE:
DIRECTION: Eb/Wb SPEED LIMIT: OBSERVER: Tricia CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
25	1	25	1	0.9	**
26	0	0	1	0.9	*
27	1	27	2	1.9	**
28	1	28	3	2.8	**
29	6	174	9	8.3	*****
30	1	30	10	9.3	**
31	2	62	12	11.1	****
32	9	288	21	19.4	*****
33	6	198	27	25.0	*****
34	9	306	36	33.3	*****
35	8	280	44	40.7	*****
36	14	504	58	53.7	*****
37	14	518	72	66.7	*****
38	8	304	80	74.1	*****
39	10	390	90	83.3	*****
40	5	200	95	88.0	*****
41	4	164	99	91.7	*****
42	4	168	103	95.4	*****
43	4	172	107	99.1	*****
44	1	44	108	100.0	**
					0-----5-----10-----15-----20-----
	108	3882			

AVERAGE SPEED = 35.9
50th PERCENTILE = 35.7
85th PERCENTILE = 39.3
90th PERCENTILE = 40.5
95th PERCENTILE = 41.9

PACE = 32 - 41
% IN PACE = 80.5
VEHICLES IN PACE = 87

SAMPLE VARIANCE = 15.02497
STANDARD DEVIATION = 3.876206
RANGE 1*S = 63.88889
RANGE 2*S = 96.29629
RANGE 3*S = 100

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Willow Road 200 feet E/o Fillbrook Drive

DATE: 02-21-2012 TIME START: 10:00 AM TIME END: 11:05 AM WEATHER: clear ROAD TYPE:

DIRECTION: Eb/Wb SPEED LIMIT: OBSERVER: Tricia CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
25	2	50	2	1.7	****
26	1	26	3	2.6	**
27	0	0	3	2.6	*
28	0	0	3	2.6	*
29	1	29	4	3.5	**
30	3	90	7	6.1	*****
31	4	124	11	9.6	*****
32	6	192	17	14.8	*****
33	8	264	25	21.7	*****
34	10	340	35	30.4	*****
35	5	175	40	34.8	*****
36	16	576	56	48.7	*****
37	7	259	63	54.8	*****
38	10	380	73	63.5	*****
39	6	234	79	68.7	*****
40	8	320	87	75.7	*****
41	12	492	99	86.1	*****
42	12	504	111	96.5	*****
43	0	0	111	96.5	*
44	2	88	113	98.3	****
45	1	45	114	99.1	**
46	0	0	114	99.1	*
47	1	47	115	100.0	**
					0-----5-----10-----15-----20-----
	115	4235			

AVERAGE SPEED = 36.8
 50th PERCENTILE = 36.2
 85th PERCENTILE = 40.8
 90th PERCENTILE = 41.3
 95th PERCENTILE = 41.8

PACE = 33 - 42
 % IN PACE = 81.7
 VEHICLES IN PACE = 94

SAMPLE VARIANCE = 17.75905
 STANDARD DEVIATION = 4.214149
 RANGE 1*S = 71.30435
 RANGE 2*S = 96.52174
 RANGE 3*S = 100

